

## KING TO FEATURE FOUR BODY STYLES

New Bodies and Refined Engine More Attractive Than Ever.

For 1920 the King Motor Car Company will continue to feature four body styles, all using the same chassis. They are touring, four-door, Road-King and limousine.

The bodies are all new designs and many improvements and refinements have been made in the King time proven chassis.

Bevel edges and square cornered body designs have become so common that the new King open bodies with perfectly flat top body edge, smooth straight sides and high hood with graceful contour, stand out as individual and artistic motor equipage.

The limousine, so named because it combines features of both sedan and limousine, is also distinctive, with high hood, sloping front, straight sides, sharply rounded corners and broad windows.

Unusually wide crown fenders, with rear fenders hugging the wheels, blend into the body styles in a most artistic manner and emphasize the style and smartness of each individual model.

Built with special attention to materials, construction and workmanship, the new King bodies measure up to the highest standards.

A close examination of the new King models reveals many features which will appeal to every prospective owner. Each of the four body styles has inside and outside door handles, sloping windshield with tension adjusting nuts, rigid spare rim or spare wheel carrier, long gear shift and hand brake levers and deep, soft upholstery.

The open models are equipped with perfect fitting hand tailored tops and the storm curtains fit snug and tight. A long, narrow bevel plate glass in the back curtains of the touring and four-door models and two bevel plate glass panels in the Road-King add to the beauty of the tops.

The well balanced instrument board of the new King models calls for special notice. Between an eight day clock and a Van Dusen speedometer there is a hinged panel carrying light switches, ignition lock, ammeter and dash light; this panel, which in Yale locked at top, is the cover plate of a small steel cabinet containing the fuse block and wiring terminals. This arrangement protects them from moisture and while accessible to driver it also prevents any one from tampering with the electrical connections.

Chief among the mechanical improvements in the King chassis are long front and rear springs, a large tubular front cross member, longer torque arm and a special designed rear cross frame member, which adds to the rigidity of the whole chassis; makes a solid mounting for the rear fenders and acts as a protection for the gasoline tank.

Through the use of new designed connection rods and improved pistons approximately four pounds of reciprocating weight have been eliminated, thereby increasing greatly the power and performance of the efficient King "S" motor.

A Mayo radiator, Whitney timing chains, Westinghouse electric starter and generator, Alameda lubricating system, Detroit dry plate clutch and Thermoid Hardy universal joints and a self con-

tained heater in the limousine are all new features of the 1920 King cars. From head lights to tire carrier one notices in the 1920 King models details of construction, some of minor and others of greater importance, all of which total more than 100 points of improvements and refinements in chassis and body styles and bound to intensify the good reputation King cars have always enjoyed.

### WARNS TRUCK USERS.

Federal Maker Says Road Rules Must Be Observed.

Of vital importance to the motor truck industry will be the remedies to be proposed for regulation of motor truck traffic at the transportation conference of the motor truck show.

For instance there is the protest of many highway commissioners against overloading trucks equipped with tires that are too small and the use of trucks with abnormal sized bodies will be looked into carefully. The practice is bad for both trucks and roads.

Unfortunately there is just cause for complaint against some truck drivers. Such practices as driving into the main road of traffic without slowing down, turning without signal into side streets, carrying of long pipes, lumber or other material without a red cloth or light in the rear and making excessive speed on crowded highways are producing a sentiment in favor of drastic legislation which may seriously hamper truck operation.

M. L. Pulcher, vice-president and general manager of the Federal Motor Truck Company, Detroit, issues a warning that unless the unfair practices of a few truck owners and drivers are stopped, pedestrians, passenger car owners and others will demand this legislation in the form of increased fees, by local regulation of traffic or by giving police power regulation to State highway officials to limit the weight to be carried by trucks and their speed.

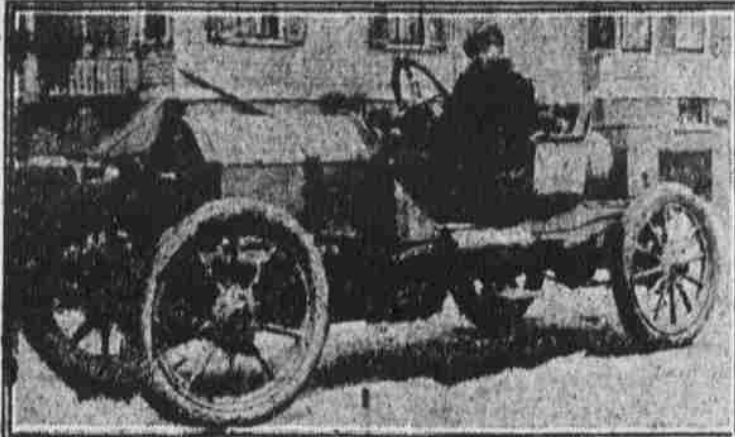
Mr. Pulcher points out that while trucks continue to increase fast, still they constitute only 10 per cent. of the vehicles using the highways of the United States aside from horse drawn vehicles.

### Templar Leader.



M. F. BRAMLEY,  
President and General Manager of  
Templar Motors Corporation,  
Cleveland, Ohio.

### First Hudson Still Running.



"Proof that the limit of Hudson endurance has never been reached is to be found in the fact that Hudson No. 1, the first ever built, is still in daily service in Poughkeepsie, N. Y.," said Harry S. Hout, to-day. "This car was shipped from the factory on July 3, 1909, or more than ten years ago."

"Since then this car has run more than 200,000 miles, or an average of more than 20,000 miles a year. Its owner is Joseph P. Davis, who is just as proud of his Hudson and its performance as is the latest owner of his Super Six."

"Although lacking some of the later day refinements, such as a self-starter and electric lights, Hudson No. 1 looks hale and hearty and is fully capable of

### APPERSONS FULFILL DREAM.

Kokomo Plants Are Outcome of Years of Hard Work.

From a vision in the early '90s to an actuality to-day, is what has been accomplished through the life work of the Apperson brothers down in Kokomo, Ind.

These pioneer motor car builders of the Hoosier city dreamed over a quarter of a century ago of what could be done without using the horse as a means of locomotion.

Perhaps they never expected these dreams to be so well fulfilled, but the modern, up to date plants of the Apperson Brothers in Kokomo now prove how well they did dream in their youth.

Always have the Apperson brothers been interested in the mechanical and inventive end of the business; therefore they have not gone after a gigantic production. As Edgar Apperson, general manager of this company, said in this city the other day:

"Ever since my brother Elmer and I first started, we have had in mind one thing, and that was to build automobiles the Apperson way."

### TRUCKS HELP SALESMEN.

The Lexington Dry Goods Company of Lexington, Ky., wholesale dealers in dry goods, have found White trucks dependable allies of their salesmen. One truck, purchased in 1911, has joined the honor roll of trucks with a mileage record of more than 100,000 miles. Two others closely approach it in total mileage. The salesmen using these trucks cover central Kentucky and with the exception of a two week vacation period, are on the road all of the time. So dependable have the trucks proved that the men have lost very little time on account of repairs.

"The service from these trucks has been splendid," says C. L. Thompson, president of the company.

FRENCH CRY MERITS OF LIBERTY. T. E. Henderson, continental representative of the Liberty Motor Car Company, recently made his car known in France in a unique way by having the town criers, which still persist in numerous towns and villages in France, make an announcement on the same day of the merits of the Liberty Car.

## LEGAL POINTS FOR AUTOMOBILE OWNER

This Department Answers All Questions That Motorists May Want Decided.

All human progress is reflected in leg- courts. To the automobile industry this almost irresistible proposition has a highly personal and individual application. Recognized as one of the great factors in our economic situation the automobile industry is no less a factor of moment in almost all human relations. Add to the direct interests of the manufacturer, dealer, owner, garage keeper, repairman, etc., the indirect interests of all as affecting the use of the public highways, the maintenance of the avenue of travel and the transportation—urban, suburban, interurban—of supplies of all kinds and it readily becomes apparent that the automobile must invade practically the whole realm of law as it does that of industry.

It was in recognition of this all pervading condition that THE SUN recently began the publication of this weekly series of articles on the law relating to automobiles.

As every transaction involving the manufacturer, sale or use of a motor car carries with it a certain legal relation so every person concerned in such a transaction has a special interest in the rule of law governing that relation. Without attempting to play lawyer to the multitude, THE SUN points out in these articles the fundamental principles and rules, thus enabling its readers to acquire an intelligent understanding of the rights, liabilities and risks involved in their automobile interests and placing before them the pitfalls which the uninformed have encountered with the means of avoiding them.

The interest in these articles is widespread, as is evidenced by inquiries for information and advice from the whole Sun circulation area. These inquiries are welcomed. It is part of the service of the automobile department of THE SUN—a link in the chain that makes this department a unique means by which to reach the attention of those who are interested in the purchase and operation of motor cars.

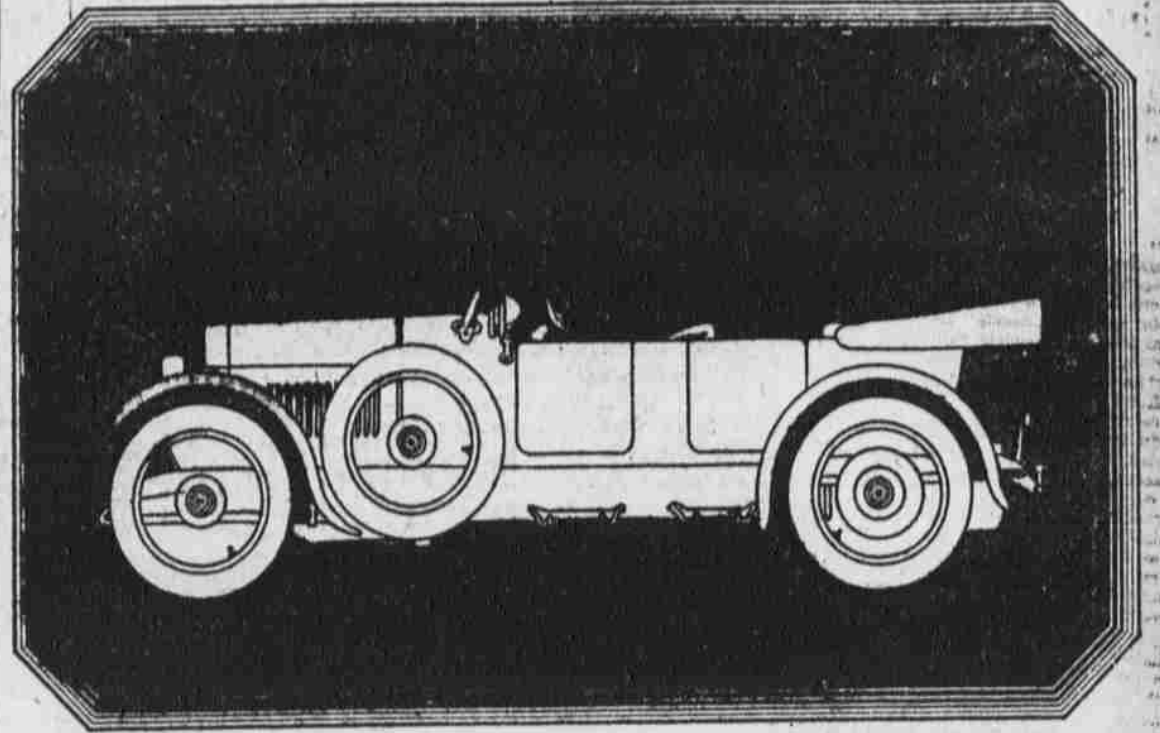
### Answers to Questions.

Q.—A. C. Sales Co.—We are automobile dealers, employing several drivers who act as demonstrators, and at times do some hiring business for us. One of these drivers undertook to teach his lady friend how to drive, without our knowledge or consent, though he used our car. While the lady was at the wheel a collision occurred. Are we responsible?

Ans.—No. This is on the assumption that the car was taken from your premises in the first instance without your permission. If the driver had the car out in the performance of duties for you and while out used the car as stated a case might be made out against you. Should this be the situation give us more of the facts and we will advise you further.

Q.—P. M.—I bought a second hand car from a man who is financially responsible. He bought it in good faith second hand from a dealer who has been convicted of buying the car with knowledge that it had been stolen. I have been compelled of course to give the car back to the original owner from whom it was stolen. Can I recover the money which I paid for the car?

Ans.—Yes. Employ a lawyer. Your claim is as good as collected if your man is really responsible financially.



THIS latest creation of Harry C. Stutz represents his maturest engineering judgment, and embodies every practical conclusion he has reached during twenty-one years devoted entirely to automotive engineering and building. The H. C. S. Special Motor Car will wear well, run economically and satisfy.

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HOTEL ASTOR LOBBY

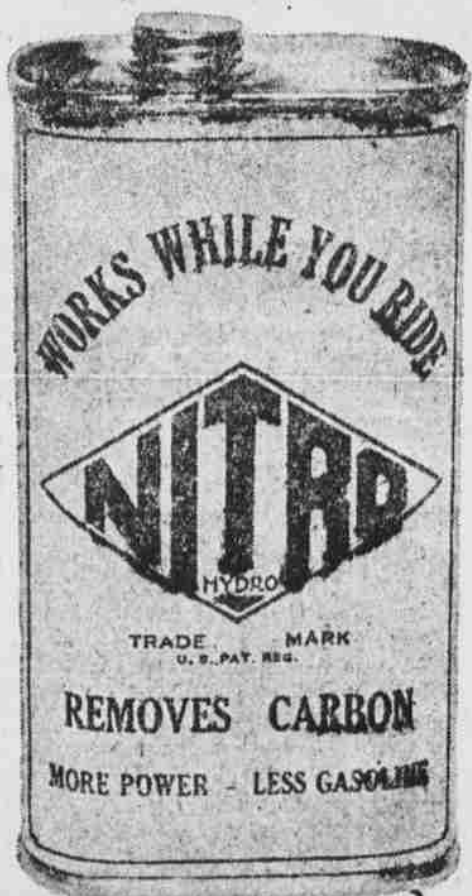
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